

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY)
Contains the World News
of Asia, Europe and the
Far East
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1845

Orders of the "China Mail"
and "Overland China Mail"
may be made at the office
the following ports:-
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No. 16,668.

號六月十年六十百九千壹

HONGKONG, FRIDAY, OCTOBER 6, 1916.

庚戌年九月五日

PRICE, 83.00 Per Month

THORNES

OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 516.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.
Saturday, Oct. 7th.—Dress Parade
4.30 p.m. under Sergeant-Major Roylance.
Monday, Oct. 9th.—Recruits of No. 4
Company under O.S. Major. Ambulance
Platoon under Surgeon Inspector Thomas.

EXEMPTIONS.

All verbal Exemptions (real or im-
aginary) from Parades, Drills and Patrols
granted by the D.S.P. (R.) are by his
order hereby withdrawn.

Applications for exemption must be
made in writing through the usual officers
who will submit them, if necessary.

SUBSTITUTES.

The following is substituted for the
order issued on 23.9.1916:—
No Patrolman may provide a substitute
more often than once a month unless he
obtains the sanction of his Patrol Duty
Warning Officer who may allow exemp-
tions, but only if in his opinion such
exemption is absolutely necessary.

FOOTBALL.

A practice match will take place on
the Hongkong Football Club Ground on
Saturday, Oct. 7th. Kick off 3.30 p.m.
All intending players are requested to
turn up promptly.

MUSKETRY COURSE.

This will shortly commence. Inspec-
tors and Crown-Sergeants will be required
to generally assist with recruits. For
this purpose a short course of instruction
will be given, open at present only to
Inspectors and Crown-Sergeants. Classes
will be held twice a week and those
desirous of attending same will forward
their names to the Chief Inspector
(Musketry).

MAXIM GUNNERS.

The Maxim Gunners are placed under
the supervision of Captain Hough
A.S.P. (R.) Traffic Patrol.
(Sgd.) J. W. FRANKS,
A.S.P. (R.).

NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the train by which the applicant
should apply in person for their papers at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
5 p.m. daily.

THE CHINA MAIL.

NOTICE.

Communications relating to news should
be addressed to The Editors.
Correspondents must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to The Managers.

Rate of subscription to "China Mail" is
\$25 per annum in advance and per mem-
ber per rate.

The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty
cents per month.

Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
20 cts. per copy.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
five cents each.

Alterations and additions to Advertis-
ments on pages 2, 3, 6, and 7 should be
sent to the Office, No. 1, Wyndham
Street, not later than 11.30 a.m.

Alterations and additions to Advertis-
ments on pages 4, 5, and 8 should be
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BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co. Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY



BY APPOINTMENT. WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give
this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts.



A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
Telephone 436.

CHINA AGENCY & TRADING CO.

IMPORTERS, EXPORTERS & GENERAL AGENTS.

10 Queen's Road Central.

DEALING in American Hardware, Tools, Machinery, Paint and Oil,
Lamps, Window glass, Building materials, Railroad and Ships
Supplies, etc., etc.

PRICES MODERATE.

Telephone 2143.

Hongkong, July 28, 1916.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of
an hour.

7.30 a.m. SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

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NIGHT CARS as on Week Days.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.

KING EDWARD HOTEL

Central Location.

Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fixings,
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 575.

TELEGRAPHIC ADDRESS:
"VICTORIA" J. WITTEBELL,
Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE YETTER THE NAMES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AS AT 31st DECEMBER, 1914,
£25,970,367.

—Authorized Capital £25,000,000.

Subscribed Capital £25,000,000.

Paid-up Capital £25,000,000.

11—Fire Funds £5,837,047.

11—Life & Annuity Funds £17,667,530.

Sinking Fund Account £25,970,367.

Revenue Fire Branch £25,970,367.

Life and Annuity £1,141,593.

Revenue Marine Department £57,528.

Other Receipts £470,940.

£26,339,528.

As Administrative Funds of the various
Branches are separately invested, and by
Act of Parliament, are well secured to meet
the claims of the various Branches.

Agents of the Company's Business.

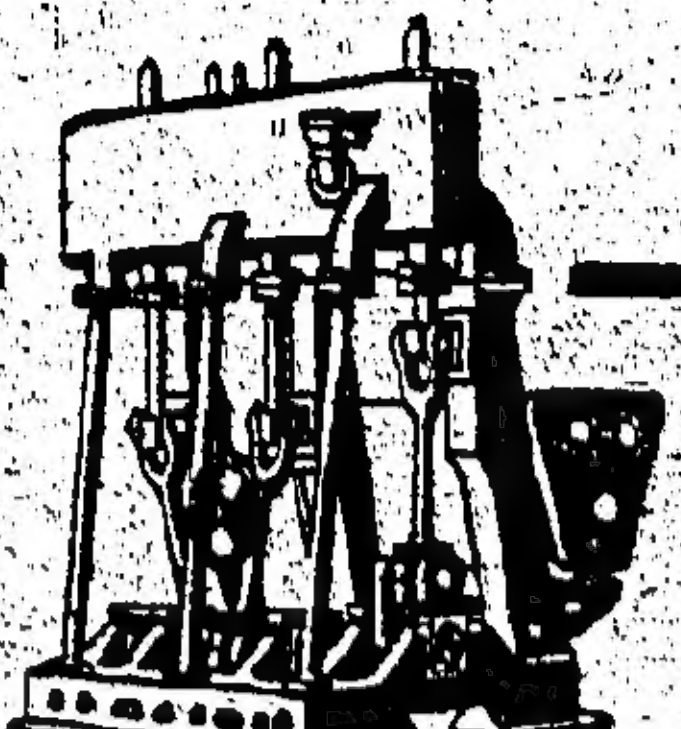
JOHN D. HUMPHREYS & SON

10, Queen's Road Central.

Telephone 2143.

Hongkong, July 28, 1916.

BUSINESS NOTICES.



TAIKOO DOCKYARD.

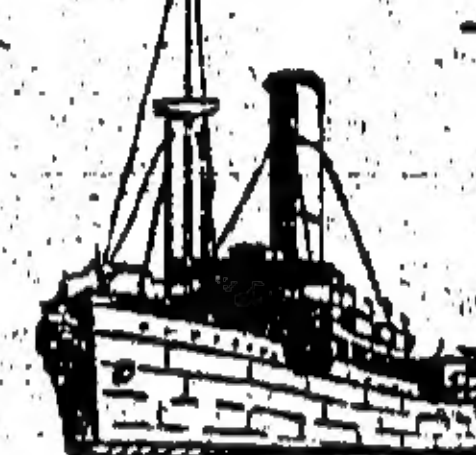
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.

—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—

—OF HONGKONG LTD.—

AGENTS: BUTTERFIELD & SWIRE

—TELEPHONE NO. 212—



LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE
SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1853

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 16" CIRCUMFERENCE.
3 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TARGART

MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone 42. All rooms have electric lights, heating, and hot water.

Rooms: Single, Double, and Suite. Bathing: Hot and Cold Water.

Bar: Full of Choice Wines and Spirits. Restaurant: Full of Choice Food.

Laundry: Full of Choice Linen and Drapery.

Post Office: Full of Choice Letters and Telegrams.

Telegraph Office: Full of Choice Messages.

Bank: Full of Choice Money.

Exchange: Full of Choice Gold and Silver.

Insurance: Full of Choice Policies.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 6th OCTOBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

SATURDAY, 7th OCTOBER.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'HEUNGSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer 4-6-0

Return Fare by Night Steamer 11-0

Single Fare by Day Steamer 5-0

Return Fare by Day Steamer 9-0

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2000. S.S. 'SUI TAI' Tons 1800.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 3 P.M. Sundays at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 8th OCTOBER.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

S.E.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street

Wharf.

CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SUI TAI' 588 Tons, and S.S. 'NANSHAN' 468 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct steamers 'LINTAN' and

'SANGU' These vessels have superior accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly Hotel)

Opposite the Glass Pier.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON

FOUNDRIES. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Shipyards and can accommodate any craft

INTIMATIONS

100-443887-100

YOUR EYES
SHOULD NOT BE NEGLECTED

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co
OPTICIANS
CHATER RD
HONGKONG

HONGKONG & MANILA



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FBI - NEW YORK

COAL DEPARTMENT.

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TAKASHIMA, OCHI, MUTAN
KISHIDAKE, YOSHINOTAK
HOJO, NAMAZUTA, SAYO, KANAD
SHINNEW, KAMIYAMADA, BIHA
OYUBARI COLLIERIES

AGENT FOR SAKITO COAL.
Head Office:—
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—
Nagasaki, Moji, Kasatsu, Wakamatsu,
Otaru, Muroran, Hakodate, Kobe,
Osaka, Kure, Tokyo, Yokohama,

Nagoya, Tsuruga, Vladivostok,
Hankow, Peking, London,
New York, Shanghai,
Hongkong, Haiphong
and Canton.

Cable Address:—"IWASAKI"
Codes:—A 1, A B C, etc. Ed,
Western Union, and Bentley's.

AGENCIES:—
 SHINGANG: Messrs Gearing & Co.
 MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co.
Ltd.
GLASGOW: Messrs A. R. Brown
McFarlane & Co. Ltd.

For Particulars, apply to
H. KATO,
Manager
No. 2, PRINCE STREET
LONDON

THE

LONDON DIRECTORY
(PUBLISHED ANNUALLY)
UNABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERS

each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the Goods they ship, and the Colonies to which they ship.

STEAMSHIP LINES
arranged under the Ports to which they all
and indicating the approximate callings.

PROVINCIAL TRADE NOTICE
leading Manufacturers, Merchants and

the principal provincial towns and industrial centres of the United Kingdom. A copy of the current edition will be forwarded, freight paid, on receipt of a postal order for 20s.

Dealers seeking agencies and advertising rates, send for 2s. or larger advertisement rates on application.

The London Directory Co., Ltd.
25, ABchurch-Lane, London, E.C.

SAVARESSE'S

SANTAL CAPSULES

THE WAR.

LATEST TELEGRAMS.

(Reader's Service to the China Mail.)

GOOD NEWS FROM SALONIKA.

BATTLE IN OUR FAVOUR ALONG THE WHOLE FRONT.

LONDON, Oct. 5.
A French official report from Salonika states—
The battle is going in our favour along the whole front.
The Allied advance guards have begun to cross the Cerna in the region of Dobrovenbrod, and are advancing. Despite the frost on the slopes of the Baba mountains they have reached Ruf and Popli.

A British official report from Salonika states—
The whole village of Jeniko is now in our possession.

We spent yesterday consolidating the new position which extends from Orjak along the Sere road to Jeniko, thence to both Kamdzakni villages.

During the recent fighting, in which the enemy suffered heavily, the Lowland Scottish and the Irish Battalion especially distinguished themselves.

VIOLENT FIGHTING IN DOBRUDJA.

RUMANIANS RETIRE ACROSS THE DANUBE.

BUCUREST, Oct. 5.
A communiqué states: Our forces which crossed the Danube between Ruse and Tulchik, having concluded their demonstration, retired to the left bank.

Most violent fighting continues along the whole of the Dobrudja front.

We have captured enemy fortifications in the region of Pradel near Brasso after three days' fighting.

RUMANIAN VICTORIES.

BUCUREST, Oct. 5.
An official announcement states:—
On the Transylvania front we have defeated the enemy in different regions and taken over 2,000 prisoners.
In Dobrudja we conquered a position, capturing seven guns, over 1,000 prisoners and much war material.

RUMANIANS START A FRESH OFFENSIVE.

LONDON, Oct. 5.
A Bukharest communiqué states that the place given in an earlier communiqué as Pradel turns out to be a telegraphic mutilation for Paradj, which is between Brasso and Borosawa.

Thus it is clear that the Rumanians have started a fresh offensive in Central Transylvania.

STUBBORN BATTLES.

RUSSIAN PROGRESS IN GALICIA AND THE CAUCASUS.

LONDON, Oct. 5.
A Russian communiqué states:—
We captured various positions in the region extending from Vladimir Volynsk to the Dniester where stubborn battles continue.
As a result of a sudden offensive in the coastal region of the Caucasus we captured a fortified position in the region of Kamburno River.

THE RUSSIAN MINISTRY.

SIGNIFICANT CHANGES IN CONTEMPLATION.

LONDON, Oct. 5.
Reuter learns that reports, hitherto unconfirmed, have officially reached London that as a result of the appointment of M. Protogeroff as Minister of the Interior, important and significant ministerial changes are in contemplation in Russia.
The name of M. Rodzianko, the well-known Liberal President of the Duma, is mentioned in connection with high office.

IN NEW ZEALAND.

CHAMBER OF DEPUTIES.

CHAMBER OF DEPUTIES.

THE WESTERN FRONT.

THE BRITISH FRONT.

LONDON, Oct. 5.
General Sir Douglas Haig reports:—
Hostile artillery has been active especially in the neighbourhood of Zola and Redoubt and between Guedecourt and Escoourt. An attempted enemy bombing attack in the latter region was repulsed, the enemy abandoning their wounded.
There has been considerable shelling south of the Ypres-Menin road. Elsewhere it has been quiet.

Rain continued most of the day.

LATER.
General Sir Douglas Haig reports:—
There has been intermittent shelling during the night on our front south of the Ancre.
Our artillery caused many casualties among enemy infantry on the move north of Schwaben Redoubt.

The London Territorial Battalion carried out a successful raid in the Vimy area.

The enemy unsuccessfully attempted to enter our trenches east of St. Eloi.

THE FRENCH FRONT.

PARIS, Oct. 5.
A communiqué states that there is nothing important to report.
There was the customary cannonade on the Somme which was especially intense in the vicinity of Bellow and Asseville.

The infantry continues to progress east of Morval.

A duel with trench weapons took place in Alame on Baron Reichsackerpf.

Despite very bad weather a French aeroplane bombed an aerodrome at Colmar.

Ninety bombs were dropped at night on electric searchlights and military buildings at Zebrugga.

FRENCH CAPTURE NINE GUNS.

PARIS, Oct. 5.
A communiqué states:—
The night was calm along the entire front.
During our advance east of Morval yesterday we took nine guns.

AN UNLOADED TRANSPORT TORPEDOED.

LONDON, Oct. 5.
It is officially announced that the *Francotia*, employed on transport duty, was sunk by submarine in the Mediterranean yesterday.
She had no troops on board. Twelve of the crew are missing. 302 were saved.

NO SUNDAY WORK IN MUNITION FACTORIES.

LONDON, October 5.
The Minister of Munitions has decided to prohibit Sunday work in Munition Works.

FLIGHT-LIEUT. SOWREY, D.S.O.

LONDON, Oct. 5.
Flight-Lieutenant Sowrey (reported yesterday as having been awarded the D.S.O.) is 23 years of age and had been studying for the Indian Civil Service. At the outbreak of the war he went to France as Second Lieutenant in the Royal Fusiliers. He was wounded at Loos and invalided home. In June last he was seconded to the Flying Corps. He is a friend of Flight-Lieutenant Robinson who was recently awarded the V.C.

DISTURBANCES IN GREECE.

ATHENS, Oct. 5.
Reservists are provoking numerous disturbances. They have started carrying off officers and soldiers to the Piræus embarking for Salonika. A French Naval detachment in the neighbourhood came out with fired bayonets and dispersed the rioters.

THE NEW GREEK CABINET.

THE NEW GREEK CABINET.

THE WAR AND AGRICULTURE IN GREAT BRITAIN.

LONDON, Oct. 5.
The Board of Agriculture notices that in order to maintain the food supply and to prevent a rise in the price of milk, no more men will be drawn off agriculture till January 1, or from milk production till April 1, unless they are counter-balanced by men released from the colours for agricultural work who are unfit for general service.
The Board urges farmers meanwhile to prepare to replace men who may be lost later, by women or older men.

EARLIER TELEGRAMS.

BATTLES NEAR LUTSK.

LONDON, Oct. 5.
A Russian official communiqué states:—
The battle continues west and southward of Lutsk.
The enemy stubbornly holds his positions on the Zlota Lipa.

A BADLY DAMAGED ZEPPELIN.

AMSTERDAM, Oct. 5.
A Zeppelin from England passed the Frisian village of Zwagastade at 5.30 on Monday morning.
The airship was badly damaged, a piece being missing from the stern, where the gondola had been displaced, and the Zeppelin was staggering.
Fishermen sighted on Monday what was evidently one of Sunday's Zeppelin raiders, semi-submerged, 35 miles off Sylt. She was surrounded by German torpedo boats and destroyers, while two larger vessels alongside were seen to be attempting to keep the airship afloat.

GERMANY'S DEPLETED RESERVES.

GERMAN ARTILLERY'S "LAMENTABLE SHOOTING."

LONDON, Oct. 5.
Reuter's Correspondent at British Headquarters reports:—
The straits to which the Germans were put in the matter of Reserves are suggested by the fact that prisoners have been taken belonging to the Naval Division, which had been brought from the coast to assist in the defence.
A scathing commentary of the German gunnery is disclosed in an undated extract from the official diary of the 180th Regiment:—"In view of our artillery's perfectly lamentable shooting, all the patrols have been called in."

KEY TO PERONNE.

LONDON, Oct. 5.
A correspondent with the French Headquarters states that the French are steadily encircling Mont St. Quentin, the key to the Peronne defences. They are utilising monitors on the canals, and there is a daily bombardment.

FRENCH PRESIDENT CONGRATULATES GENERAL HAIG.

LONDON, Oct. 5.
M. Poincaré has visited the Somme and congratulated General Sir Douglas Haig upon the recent magnificent success.

THE CAPTURE OF JENIKO BY THE BRITISH.

Reuter's Correspondent at the British Headquarters at Salonika reports that the Bulgarians defending Jeniko, who were not killed and had not fled from the terrific bombardment have surrendered.

Jeniko is the strongest fortified and most important of the three adjoining villages, two of which have been already captured.
The Bulgarians first counter-attacked three hours after the capture of Jeniko with three battalions that had been rushed up by train. These were swept off by our certain fire.
The Bulgarian losses during the last four days were enormous.

FRANCE AND NATURALISED ENEMY SUBJECTS.

PARIS, Oct. 5.
The Chamber has adopted a Bill revoking French naturalisation granted to enemy subjects.

BRITISH ARMY ENTRANCE EXAMINATIONS.

LONDON, Oct. 5.
The upper age limit for attendance at the Army Entrance Examinations after November will be 18, except in the case of candidates who have served with the forces when it will be 21.

ELECTIONAL REFORM.

ELECTIONAL REFORM.

MARQUIS OKUMA RESIGNING.

TOKYO, Oct. 5.
Marquis Okuma, the Prime Minister and Foreign Minister, is resigning. It is stated that the resignation is owing to infirmity.
The distinguished statesman recommends Baron Kato, until lately the Foreign Minister, to succeed him, but it is understood that the Elder Statesman is in favour of Field-Marshal Terauchi. It is believed that the Cabinet will resign on Monday.

According to a correspondent, the criticism of the Government's handling of the China problem has contributed to the fall of the Ministry.

THE HARBOUR MOORINGS.

In connection with the financial votes which came before the Legislative Council yesterday H.E. the Governor made the following explanation regarding a vote of \$80,000 for the acquisition and re-arrangement of the moorings in the harbour:—

The sums asked for are required to complete the payments for the purchase of the buoys and moorings in Victoria Harbour and for raising and renewing some of them. Honourable Members will remember that I addressed the Secretary of State on this subject in August 1914, and received his approval of the scheme on the 6th October, 1914. The correspondence is printed in Sessional Paper No. 17 of 1914. Owing to financial reasons the carrying out of the scheme was postponed during the first half of last year, but in October last I was able to report to the Secretary of State that the revenue receipts were so satisfactory that I had sanctioned the carrying out of a portion of the scheme involving the purchase of twenty C class buoys at a cost of \$85,000, and the replacement of some of them in the coal and rice anchorages at a cost of \$5,000. A sum of \$140,000 was also provided in the estimates of the current year for the purchase of further buoys and moorings and a sum of \$10,000 for replacing some of them. The scheme has now been satisfactorily completed at a total cost of \$252,431. With this sum 35 moorings have been purchased as compared with an estimate of \$250,000 for 40 moorings. Great credit is due to the Acting Harbour Master (Commander Bealwick) and the Acting Assistant Harbour Master (the late Lieutenant Davey) for this successful result, but I would remind you that the suggestion to acquire the moorings was first made by Commander Basil Taylor in the year 1902. The sum of \$30,000 now asked for is to complete the sum of \$252,431 referred to, and to provide a sum of \$2,339, which will be used in addition to the \$5,000 for other charges, to complete the work of raising and renewing moorings.

FINANCIAL NOTES.

The following notes were passed by the Finance Committee of the Legislative Council yesterday on the Governor's recommendation:—
In aid of Public Works Recurrent: Typhoon and Rainstorm Damages Hongkong \$15,000; Typhoon and Rainstorm Damages Kowloon \$3,000; Typhoon and Rainstorm Damages New Territories, Mainland and Islands in Northern District \$1,500; Total \$19,500. In aid of the installation of an Arg light at Ma Wan Island \$1,480.89. In aid of the vote Public Works, Extraordinary, Kowloon, Communications, Roads, General Works, \$1,500. In aid of the vote Public Works, Unspecified Plant, \$5,000. In aid of passages and relief of destitute, \$1,000. In aid of furniture in the Ellis Kadocia School for Indians, \$2,200. In aid of Police and Prison Departments, \$1,450. In aid of the following votes for the Harbour Master's Department: Raising and Renewing Moorings in Victoria Harbour \$3,000; Total \$35,000. In aid of Extensions of Lighting, Kowloon \$400. In aid of charitable allowances, \$1,000.

THE OPIUM BLOOD-MONEY.

WHERE THE FOURTEEN MILLIONS HAVE GONE TO.

Under these headings the Peking Gazette says:—
A number of M.P.s have submitted a resolution to the House for consideration and reference to the Government for explanation. The resolution points out that last year the National Opium Commission concluded a new agreement with the Shanghai Opium Company, the first article of which guaranteed that \$5,000,000 shall be contributed to the Government on every case of Indian opium sold by the Company in Shanghai and Hongkong. Article 5 of the agreement stipulated that the Government should draw and spend the proceeds from the contribution without restriction, leaving to the Commission the number of cases of opium and to the Commission to draw and spend the total amount of contribution payable to the Government. The Commission is requested to explain the whereabouts of the \$5,000,000 which was contributed to the Government last year.

NEW SUPER-ZEPPELINS.

LORD MONTAGU ON THEIR SIZE AND SPEED.

Lord Montagu of Beaulieu, speaking on the Air Services at Bury St Edmund's, said he had obtained information of the super-Zeppelins which the Germans would shortly use. Of the older type, which were capable of raiding the German coast, he said that they were probably now available for use against this country. The new Zeppelins were a great advance on them in four directions: They had range, carrying capacity, speed and power of climbing. They had a capacity in round figures of nearly 3,000,000 cubic feet; their length was 750ft., and their beam 80ft. Their maximum speed was 65 miles an hour, cruising speed 35 miles, radius with full load 1,000 miles, and maximum carrying capacity in bombs for such purposes as raiding England five tons. So far as his information went they were able to ascend 17,000ft. when their load was discharged and their six or seven engines were working. The Germans developed a total of 1,200 horse-power. They were armed with quick-firing and machine guns, low and stern, and with machine-guns on the top of the envelope for dealing with aeroplane attack from above. In normal circumstances they carried from 30 to 35 crew. Those particulars showed how far the Germans were relying on the hope of flying upon Zeppelins as a means of harassing us. He believed this type would be improved on next year.

He believed the greatest use of the airship in future would be as the eyes of a fleet. Had we a proper service of rigid airships there would be not half the necessity for impeding our cruisers acting as scouts. Those lost had nearly all been sent out on missions of reconnaissance. Without risking the loss of a cruiser or her valuable complement, and at far less expense the Germans had kept a very efficient air patrol of waters immediately surrounding their coast. He had reason for saying that Sir John Jellicoe would welcome rigid airships as a help to our fleet.

Lord Montagu mentioned that a new type of aeroplane now used by the British at the front had already accounted for 37 Fokkers. Criticising the Admiralty, he alleged there had been a hideous amount of wobbling in their rigid airship policy and there should be very serious inquiry into it. There was not the harmony in working which was necessary to produce rigid airships, and he did not think the Board of Admiralty as a whole believed in their usefulness.

FROM SOMME TO CLYDE.

DUTCH WRITER'S INTERESTING EXPERIENCES.

From the battlefields of the Somme to the ship-yards of the Clyde in a little over twenty hours is surely a record in these days when international travel is surrounded by Chinese walls of passports and formalities.
At the end of a steadily increasing bombardment, I drove one beautiful summer morning last week away from an encampment in Picardy. Early the next morning I took my place on a small harbour-boat on the grey waters of the Clyde. No writer the correspondent of the "Nieuw Amsterdam" Day, in describing a visit he was permitted to make to the great industrial centre.

HELPING IN THE GREAT STRUGGLE.

One after the other, close to each other and on each bank lay the ships, each with its grey hull in various stages. Mile after mile the mighty chorus of ringing hammers rent the air as armoured plates were riveted into position and electric cables were laid across the through the air. I cannot describe the drama nor compare it with that I had just left. Both are unrepeatable events. On the Clyde the atmosphere was hardly less tense, for there you have the unity of will of thousands, conscious that they are helping in the great struggle.

Before the war the Clyde was the industrial headquarters from which the British merchant fleet was supplied with every greater, ever quicker, ever better equipped mammoth with which to carry on competition on the world's seas. Over this same Clyde now hangs the grim atmosphere of a maritime arsenal. The various yards are storing their competition and set to work with a will on their tremendous task. Some of the yards had never had a warship on the slips before. And their former customers have lent them their engineers, model makers and workmen. It was a hard thing to teach a shrewd competitor in a few weeks time, which the other had only learnt at the cost of much time and money. But they have done it.

LABOUR DIFFICULTIES.

There comes labour difficulties often complicated and troublesome. Both parties had still to learn then the realities of the great war, what it demanded of the entire people. And only slowly did the real truth reveal itself. To-day difficulties are met and solved without the work being stopped for a single hour.

There is no more rest building on the Clyde, no more idling. The conditions on which I was allowed to go there do not permit me to go into details. I cannot describe the details of the work of the Clyde, but I can describe the spirit of the work. It is a spirit of sacrifice, of self-sacrifice, of self-sacrifice.

The Clyde is creating amazing records in speed of construction. The extraordinary speed of the construction of warships has come, willy nilly, the demand for fresh merchant tonnage. To the workers of the Clyde, matters are not more than a demand, they are a duty. They are a duty, they are a duty, they are a duty.

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THE OPIUM BLOOD-MONEY.

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TOYO KISEN KAISHA.

RECORD HALF YEAR.

At the half-yearly General Meeting of shareholders of the Toyo Kisen Kaisha Mr. Sanchiro Asano, the President, in presenting his report for the half year ended June 30 stated that the company had raised a good measure of prosperity during the six months, and owing to the company's monopoly of the San Francisco-Japan service the business result of the term was so good that all former records were easily surpassed.

For the purpose of coping with the changed situation on the Pacific, the company had either chartered or bought new ships, and thus the gap left in the San Francisco-Japan trade by the withdrawal of the Pacific Mail Steamship Company was nearly filled. The company's South American steamers also were instructed to call at San Francisco and Panama both on their outward trips and homeward voyage. According to the receipts on this route witnessed such a large increase that an extraordinary increase in the company's total income had been recorded.

The President then recalled with regret the loss of the *Chigo Maru* off Lima Island in March, and emphasized the fact that every possible measure had been taken since the disaster took place, but the total abandonment of the steamer could not be avoided. If the ship had not been lost the company's business result might have been even better, he said.

Mr. Asano's concluding remark on the business of the company was that the company was in a position to meet any emergency.

During the last six months the company ordered two steamers from the Uraga Dockyard Company and three from the Yokohama Dockyard Company, which are all now in service. The company's business result was also very satisfactory. The company's business result was also very satisfactory. The company's business result was also very satisfactory.

AMERICA'S BIG WIRELESS CHAIN.

FROM WASHINGTON TO THE PHILIPPINES.

A message from San Diego, dated September 28, states:—
The third of five links in the long wireless chain in the world from Washington to Manila, via Cavite, has been completed. The chain is the Navy's and the links are wireless stations that will enable the United States fleet all over the world to keep in touch with Washington while on the distant ocean. The chain will enable the United States fleet all over the world to keep in touch with Washington while on the distant ocean. The chain will enable the United States fleet all over the world to keep in touch with Washington while on the distant ocean.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is a deadly disease, and is caused by a germ which is found in the throat. It is a very contagious disease, and is often fatal. It is caused by a germ which is found in the throat. It is a very contagious disease, and is often fatal. It is caused by a germ which is found in the throat. It is a very contagious disease, and is often fatal.

